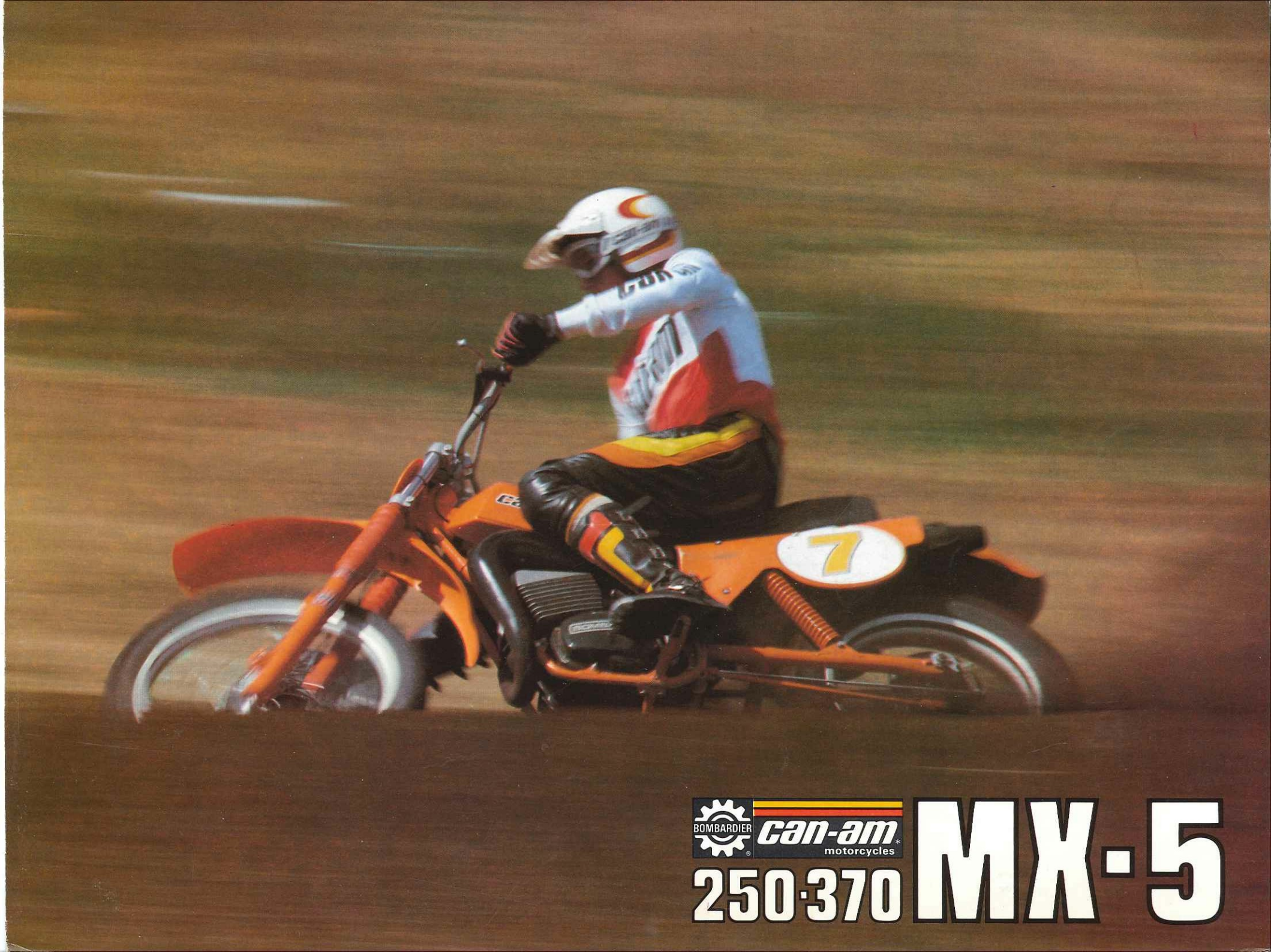
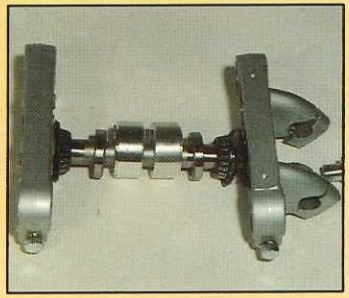

BOMBARDIER
can-am
motorcycles
250·370
MX-5

It's orange. And it's ripe.

Out on the dirt of America, there are fewer oranges than reds and yellows. No matter. We grow our Can-Am motocrossers to out-perform the opposition, not outnumber them. This year, our oranges are lighter, stronger, faster and better handling than ever. The numbers will tell you why. MX-5 is ripe. Don't miss the picking season.



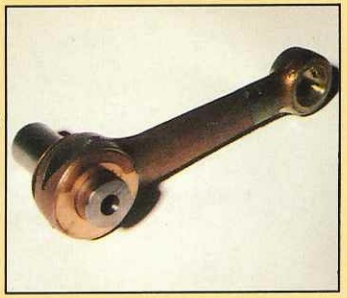
250
370 MX-5



1. Steering head now has Timken tapered roller bearings and a preset 30° fork angle. Can-Am cone and cup sets are still available to adjust from 27° to 31°.

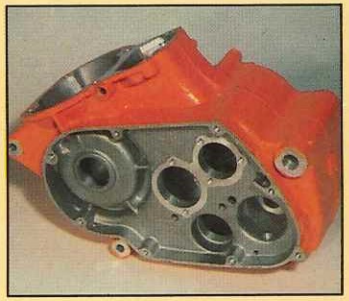


2. New magnesium Marzocchi air forks deliver over 270mm travel at the front wheel. 38mm diameter and modified lower casting reduce flex to a minimum on an MX-5.



3. New connecting rod bearing assembly has smaller outer race to reduce radial speed of the rollers. Just to help make our bulletproof engines even more so.

4. Other small, but important improvements to the 370 engine: beefier ribs in the piston skirt, better material in the intake reeds and magnesium cases to reduce weight.

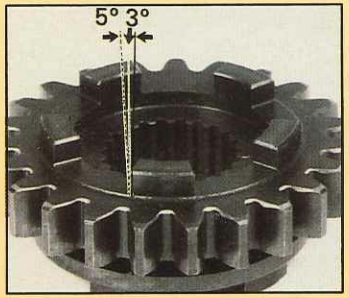


5. New MX-5 six pole ignition system not only delivers more power to the Bosch CDI but provides full plug-in lighting capacity in case that turns you on.

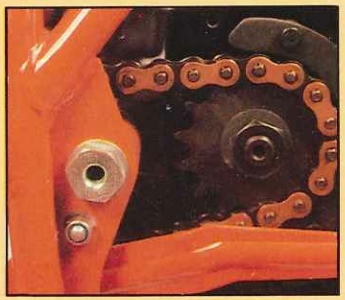


6. New, fully-bonded clutch lining material has a greater co-efficient of friction and the inserts are now steel, not alloy, for better control of expansion under hardest use.

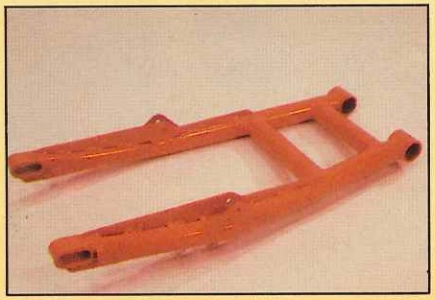




7. Neat new thing in the gearbox, too. Reshaped dog angles from 5° to 3° make shifting easier and gear engagement more positive.

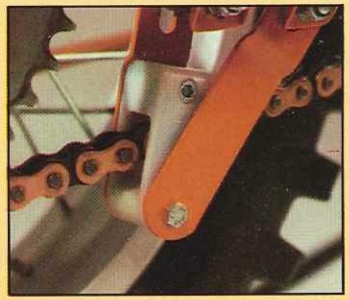


8. The lightweight 4130 Chromoly cantilevered frame positions the engine for lowest c of g and keeps the drive sprocket tight to the swingarm pivot for near constant geometry.



9. MX-5 has a new swingarm. It's longer to improve straight line stability, lighter to reduce unsprung weight. And it has been redesigned so that mud can't collect.

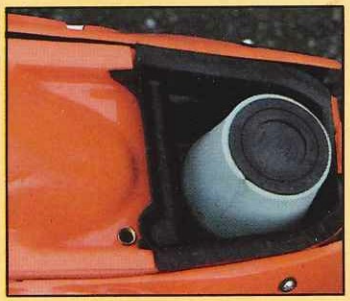
10. MX-5 uses a roller chain tensioner and a wraparound block in the rugged chain guide, both made from solid nylon. Foolproof yet perfectly simple.



11. Trick new MX-5 side panels incorporate FIM number plate. New, longer, wider rear fender does a neat job of keeping your back clean.



12. It takes a lot of air to make Can-Am kind of power. A K&N filter with foam envelope makes sure it's clean. And our single entry airbox helps keep it dry.

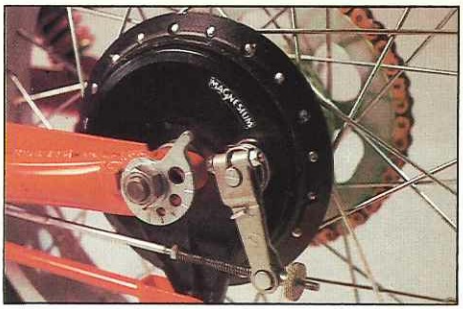


BOMBARDIER®

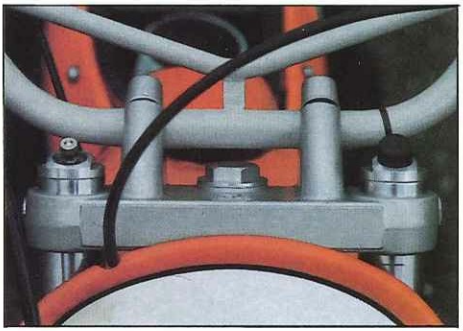
can-am* motorcycles

We will win you.





13. The fully floating rear brake.



14. The rugged V-braced handle bars.

There's more to it:

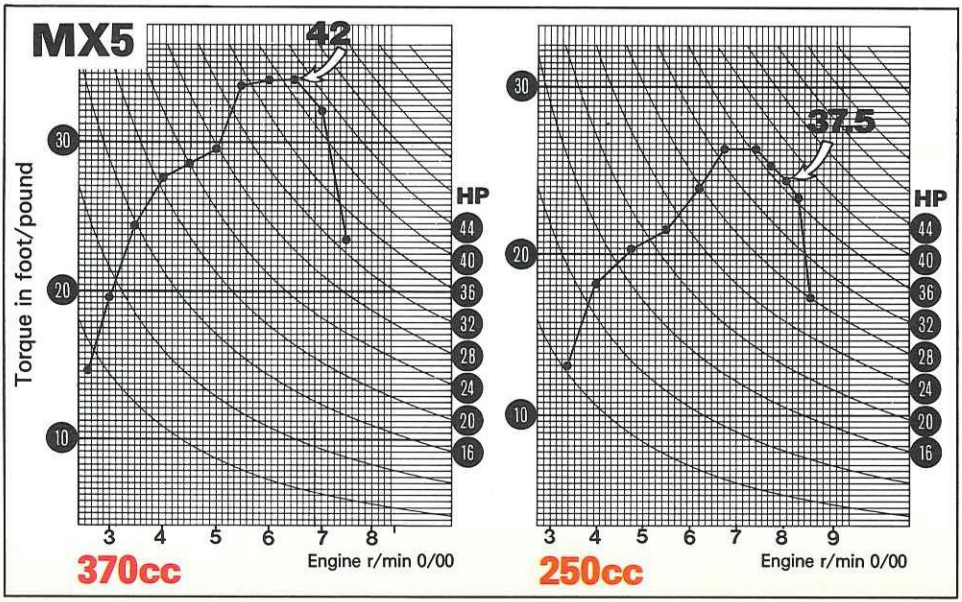
The re-shaped seat, the Bing carb with choke lever, the Magura controls, the tuneable Disco-Jet muffler.

MX-5 needed no big changes to be a winner. And we're proud of that. Motocross bikes don't win races because of their revolutionary designs. They win because they're fast, because they handle well and because they don't break.

It takes a long time and hard work to develop a machine to the level of performance MX-5 is at right now. And we've spent that time and sweat for just one reason.

We want you winning on a Can-Am.

Bombardier Limited reserves the right at any time to discontinue or change specifications, designs, features, models or equipment without incurring obligation.



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